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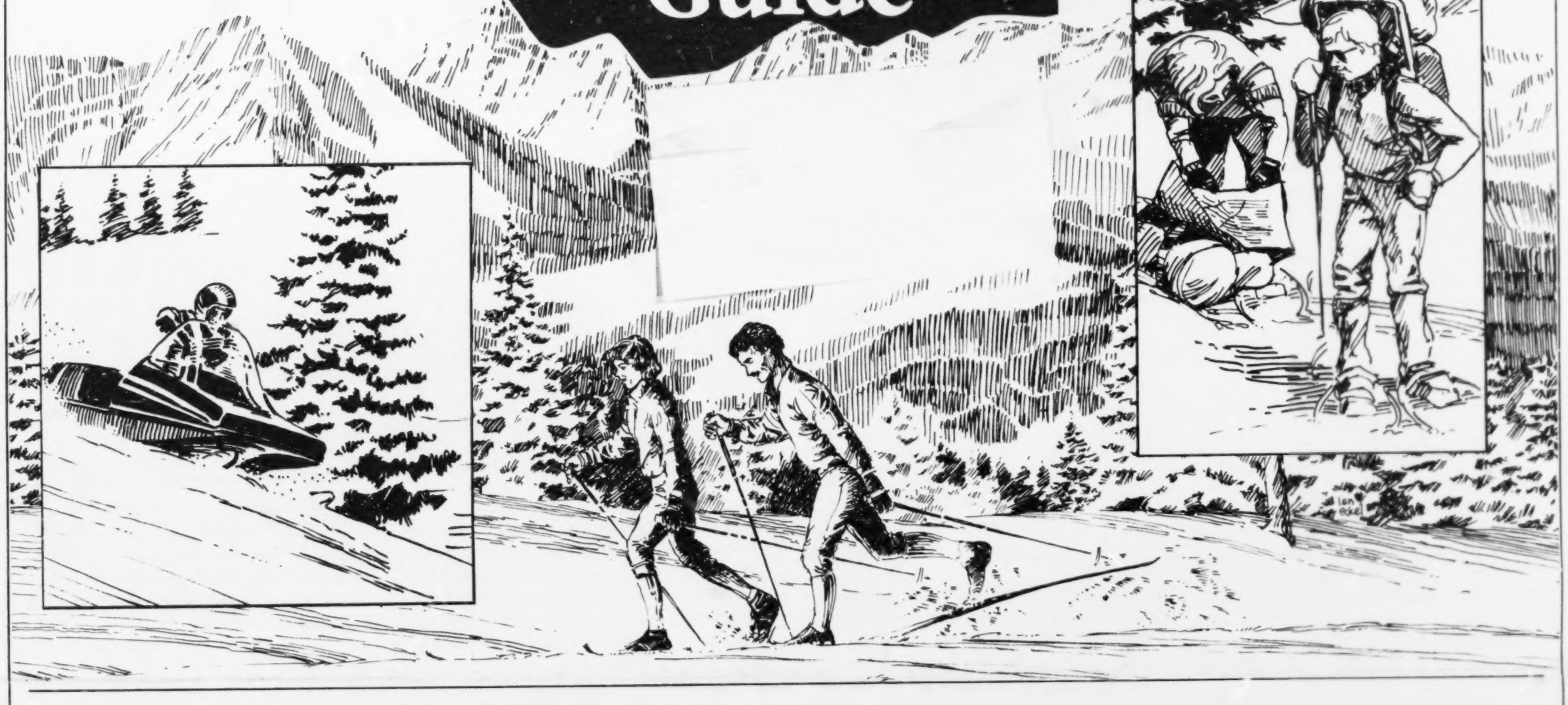
# Winter Recreation Guide



## Basic Guidelines for Travel in the National Forests

Many people are unaware of the hazards of winter. Harsh conditions of wind, cold, snow or whiteout can turn an outing into a tragedy. Knowledge of the area, weather, route, and the limitations of your body and equipment — plus a little common sense — can ensure safe and enjoyable outings.

### Before You Leave

Notify a responsible person of your planned route of travel. Mark it on a map. Give your planned time of departure and return. Be sure to check with that person when you return.

### Where To Go

Most of the National Forest land is open for winter travel. However, there are some parts of the National Forests that have restrictions. These restrictions include motorized vehicle closures, avalanche area closures, and hazardous roads. General recreation maps are available from the District Ranger, Forest Supervisor, or Regional Offices.

### Clothing and Equipment

Layers of clothing, which can be adjusted to prevailing conditions, are best. A good-quality windbreaker jacket and wind pants are excellent. Avoid tight-fitting clothes and boots which may restrict circulation. Take extra socks and gloves or mittens, warm cap, matches in a waterproof container, candle, firestarter (000 steel wool works well when pulled apart), nylon cord, general-purpose knife, head lamp, high-energy food, plastic tarp, space blanket, signal mirror, first aid kit, wide tape for repairs, metal container for melting snow, map, compass and hatchet.

Snowmobilers should be certain to have tools for emergency repairs, extra sparkplugs, extra gas, emergency flares, and drive belt.

Experienced snowmobilers always carry snowshoes (in case of machine failure) as well as the normal emergency and survival gear for winter.

### Food and Water

A good rule is "lightweight but loaded," meaning loaded with calories. Plan your meals to ensure a diet of high-energy foods.

Water is often difficult to find in winter. All that is available may be what you carry in containers or melt from snow. The body loses as much as 2 to 4 quarts of fluid per day under exertion. Replacement of fluid loss is very important for maintaining physical condition. Eating snow provides only limited water (10 to 20 percent), drains energy, and cools the body temperature. Avoid melting snow by body contact. Travel equipped to melt snow. Save your energy.

### Litter and Sanitation

Litter and debris can mar the quality of a recreation experience — particularly when viewed against a mantle of white snow. Help others enjoy winter travel in National Forests by carrying out what you carry in. Take food in burnable containers or easily compressed packages that require little space in your pack.

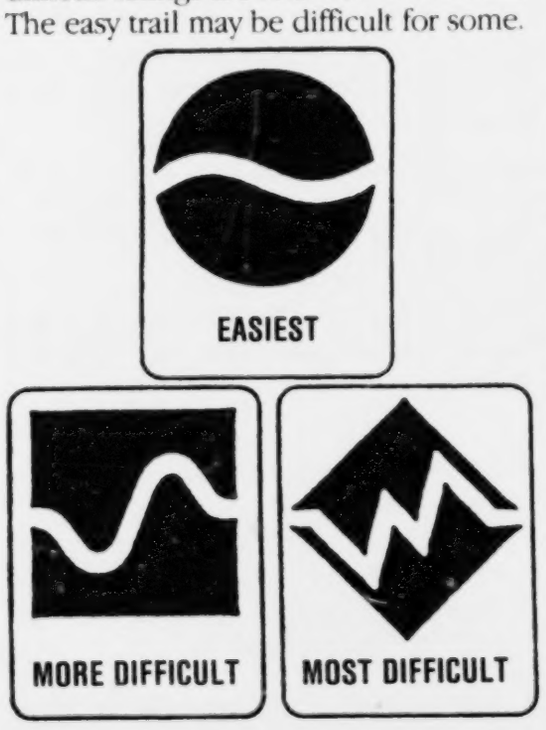
Avoid leaving human waste near any water course. If you are in a group, avoid concentrating wastes. Nature can assimilate only small quantities at a time.

## Cross-Country Skiing

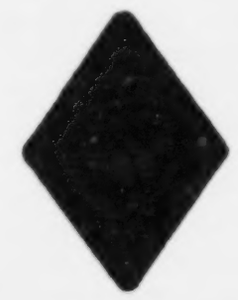
Cross-country ski trails are not regularly packed or groomed. Stumps, rocks and other obstructions are sometimes present. Ski under control.

## Know These Signs

Easiest, more difficult, and most difficult ratings are relative for this area. The easy trail may be difficult for some.




This blue diamond is the marker to identify ski trails. Arrows indicate flow of traffic on one-way trails.



- Watch for other signs with specific messages
- Signed distances in either miles or kilometers
  1 km = approximately 0.6 mi
  1 mi = approximately 1.6 km
- Signs are sometimes stolen or damaged
- Some trails may be partially or completely unsigned.

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For a safe and enjoyable skiing experience, match trail difficulty and length of trip to your physical condition and ability.

A list of marked ski-touring trails in the Northern Region is available at all Forest Service offices.

Dogs can ruin ski tracks especially those that have been groomed. For the benefit and enjoyment of others, consider leaving your pet at home. If you do take your dog, consider skiing in nongroomed or lightly used areas.

# Snowmobiling

- Plan your trip — Know where you are going and inform a responsible person of your planned route.
- Be prepared — Pack extra food, clothing, gas, flashlight, hatchet, first aid kit, knife, fire starter, rope and space blanket or tarp. Carry an emergency repair kit that includes an extra sparkplug, wrench and spare drive belt. Know how to make minor repairs. Carry snowshoes or skis.
- Be physically fit — Top physical condition may be required to walk out if equipment fails.
- Travel in a group using at least two machines.
- Stay on safe routes — Avoid avalanche terrain, sudden dips (washouts) at stream crossings and (blowouts) around the base of trees.
- Know storm warning signs — Mountain weather is unpredictable. Pay attention to changing conditions.

This orange diamond is the marker used to identify snowmobile trails. Arrows indicate flow of traffic on one-way trails.

A list of marked snowmobile trails in the Northern Region is available at all Forest Service offices.

### Sharing Routes

In some areas of the National Forests those traveling by skis, snowshoes, and snowmobiles must share the same routes and areas. The following suggestions will help provide safe routes for everyone:

- Operate snowmobiles at minimum speed near skiers or snowshoers. Maintain minimum speed until well beyond those on foot. Snowmobilers should be able to stop within half the visible distance ahead.
- Skiers and snowshoers should realize that snowmobile operators are generally not able to hear other approaching trail users. On steep topography, snowmobiles are generally limited to the developed trail surface. Use common courtesy and respect so that all trail users can enjoy their winter travel.
- Snowmobiles are not permitted on developed ski areas and some trails used for cross-country skiing. Restrictions are posted, but check with the local ranger for full information.

# Hazards of Winter

### Introduction

Large and small avalanches can have tremendous force and are a serious threat to winter travelers.

The more time that you spend in skiing, snowshoeing, snowmobiling, and other winter activities, the greater are your chances of being caught by snow avalanches.

Knowledge can help you avoid being caught by a snow avalanche; it will help you survive if you are buried.

Snow avalanches are complex, natural phenomena. Experts do not fully understand all the causes. No one can predict avalanche conditions with certainty. But the general guidelines in this folder will aid a thinking observer develop judgment about the present and degree of avalanche danger.

Play safe. If in doubt, stay out of avalanche-hazard areas. During periods of high or extreme avalanche hazard, back-country travel is not recommended and should be confined to avalanche-free areas.

### Snow Avalanches

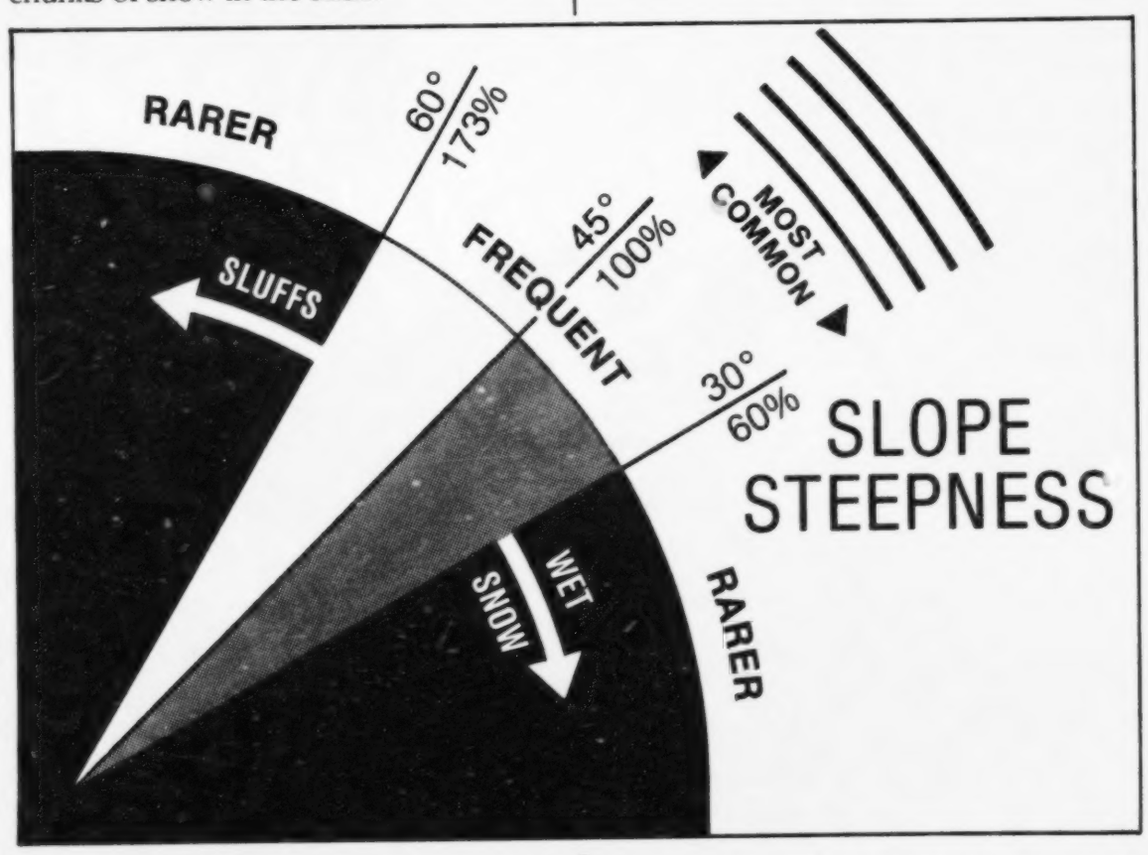
There are two principal types of snow avalanches. These are loose snow and slab avalanches.

Loose snow avalanches start at a point or over a small area. They grow in size and the quantity of snow involved increases as they descend. Loose snow moves as a formless mass with little internal cohesion.

Slab avalanches, on the other hand, start when a large area of snow begins to slide at once. There is a well-defined fracture line where the moving snow breaks away from the stable snow. Slab avalanches are characterized by the tendency of snow crystals to stick together. There may be angular blocks or chunks of snow in the slide.

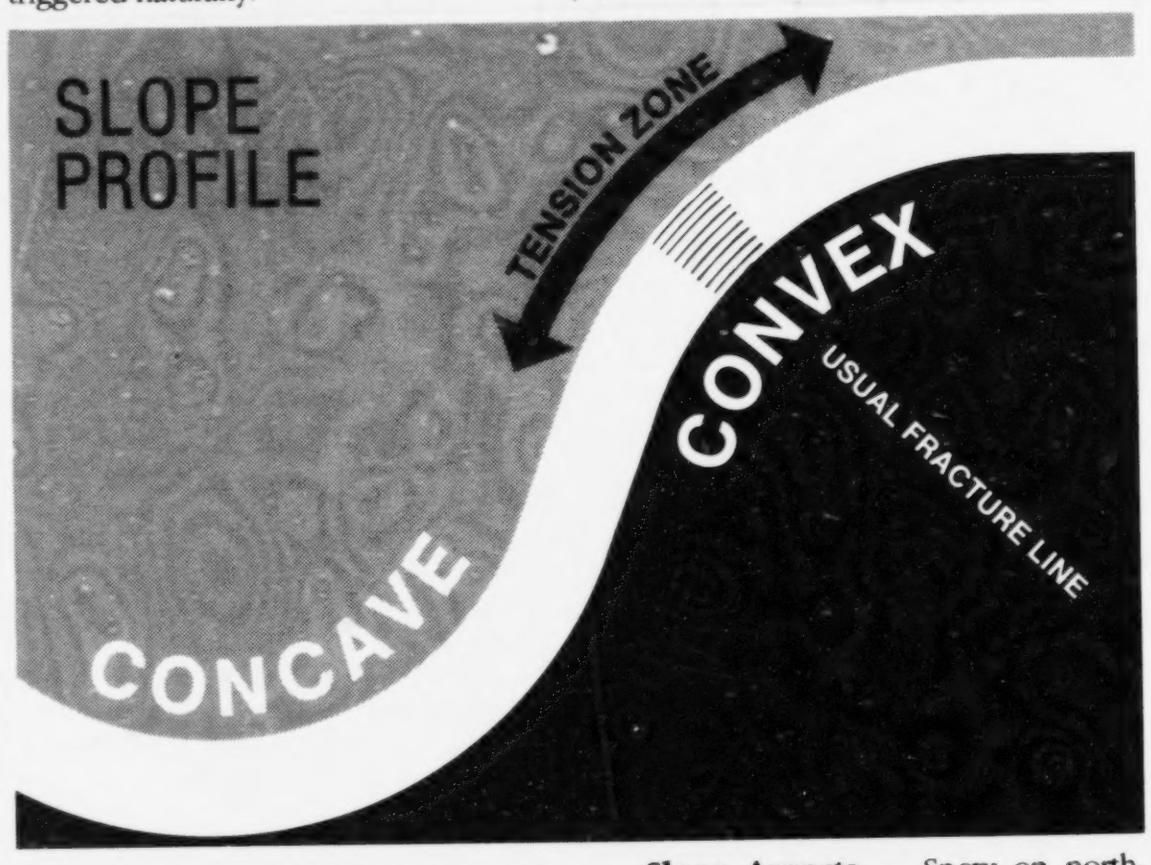
### Terrain Factors

**Slope Steepness** — Avalanches are most common on slopes of 30 to 45 degrees (60 to 100 percent), but may occur on slopes ranging from 25 to 45 degrees. The diagram below shows the slopes where avalanches are most common.




Slab avalanches are often triggered by victims themselves. Their weight on the stressed snow slab is enough to break the often fragile bonds that hold it to the slope or other snow layers. Loose slides which trap victims are usually triggered by other members of the party or are triggered naturally.

**Slope Profile** — Dangerous slab avalanches are more likely to occur on convex slopes, but may also occur on concave slopes. Short slopes may be as dangerous as long slopes; 42 percent of all avalanche fatalities result from slides running less than 300 ft/100 m slope distance.




**Slope Aspects** — Snow on north-facing slopes may be slower to stabilize than other aspects. South-facing slopes are especially dangerous in the spring due to solar heating. Leeward slopes are dangerous because wind-deposited snows add depth and may create unstable wind slabs. Windward slopes, generally, have less snow, and the snow is compacted and usually more stable than leeward slopes.

**Ground Cover** — Large rocks, trees, and heavy brush help anchor the snow. Smooth, open slopes are more dangerous, but avalanches can start even among trees.

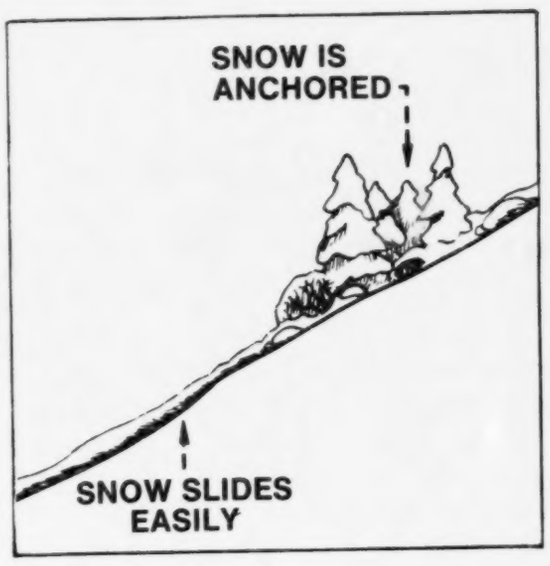
# Maps

There are two basic types of maps useful for winter travel in National Forests:

- National Forest recreation maps are available for a fee from the District Ranger, Forest Supervisor, or Regional Offices of the Forest Service. Forest Supervisor Offices are listed in the back of this publication.
- Topographic maps are available from:

**U.S. Geological Service**
Western Distribution Branch
P.O. Box 25286
Denver, CO 80225
(303) 236-7477

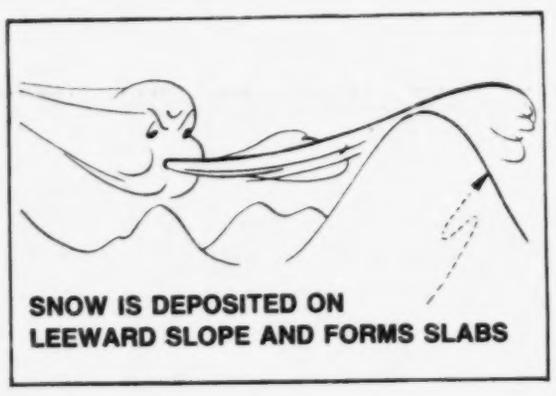
Several outdoor recreation and conservation organizations also make useful maps available. Generally the map information is tailored to the organization's particular interests. These maps can be purchased directly from the organizations and are often available at retail stores specializing in outdoor recreation.




## Weather Factors

**Old Snow** — When the old snow depth is sufficient to cover natural anchors — such as rocks and brush — additional snow layers will slide more readily. The nature of the old snow surface is important. For example, cold snow falling on hard refrozen snow surfaces, such as sun or rain crusts, may form a weak bond. Also a loose, underlying snow layer is more dangerous than a compacted one. Check the underlying snow layer with a ski pole, ski, or rod.

**Wind** — Sustained winds of 15 miles per hour and over may cause danger to increase rapidly even during clear weather, when loose surface snow is available for transport. Snow plumes from ridges and peaks indicate that snow is being moved onto leeward slopes. This can create dangerous conditions.




**Storms** — A high percentage of all avalanches occur shortly before, during, and shortly after storms. Be extra cautious during these periods.

**Rate of Snowfall** — Snow falling at the rate of 1 inch per hour or more, increases avalanche danger rapidly.

**Crystal Types** — Observe generally snow-crystal types by letting them fall on a dark ski mitt or parka sleeve. Small crystals, needles and pellets often result in more dangerous conditions than the classic, star-shaped crystals.

**New Snow** — Be alert to dangerous conditions with a foot or more of new snow. Remember that new snow depth may vary considerably with slope elevation and aspect.

**Temperature** — Cold temperatures will maintain an unstable snowpack while warm temperatures (near or just above freezing) allow for snow settlement and increasing stability.

Storms starting with low temperatures and dry snow, followed by rising temperatures, are more likely to cause avalanches. The dry snow at the start forms a poor bond to the old snow surface and has insufficient strength to support the heavier snow deposited late in the storm.

Rapid changes in weather conditions (wind, temperature, snowfall) cause snowpack adjustments. Therefore, be alert to weather changes. Snowpack adjustment may affect its stability and cause an avalanche.

**Temperature Inversion** — Increasing temperature with elevation can occur when warm air moves over cold air trapped near the ground. This weather situation can occur in avalanche terrain throughout the Northwest and may produce dramatic variations in local snow stability.

**Wet Snow** — Rainstorms or spring weather with warm winds and cloudy nights can warm the snow cover. The resulting free and percolating water may cause wet snow avalanches.

Wet snow avalanches are more likely on south slopes and slopes under exposed rocks.

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## General Observations

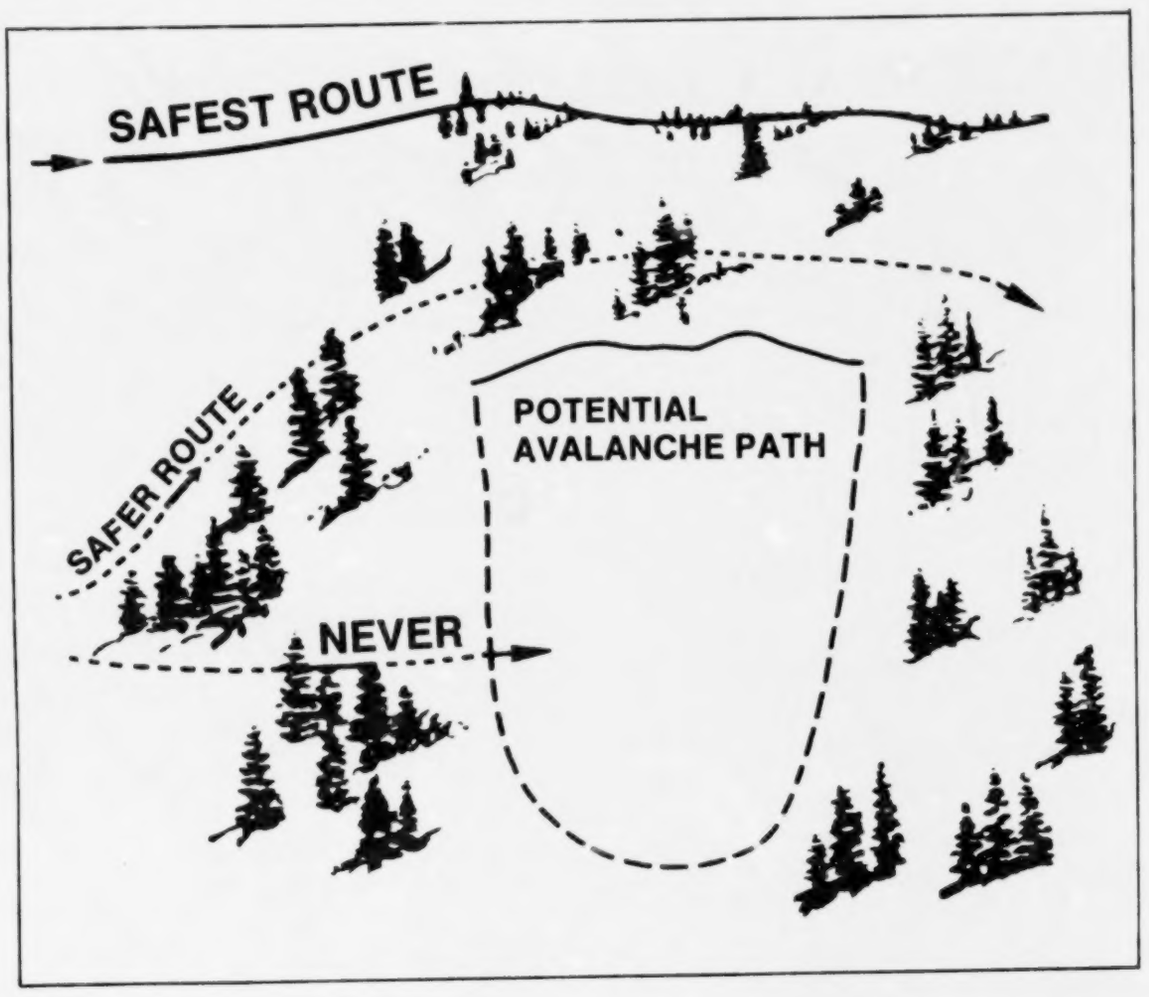
**Old Slide Paths** — Generally, avalanches occur in the same areas. Watch for avalanche paths. Look for pushed-over small trees or trees with limbs broken off. Avoid steep, open gullies and slopes.

**Recent Avalanche Activity** — If you see new avalanches, suspect dangerous conditions. Beware when snowballs or "cartwheels" roll down the slope.

**Sounds and Cracks** — If the snow sounds hollow, particularly on a leeward slope, conditions are probably dangerous. If the snow cracks, and the snow cracks run, this indicates slab avalanche danger is high.

**Information** — Check the local weather and avalanche forecasts. Contact the Forest Service snow ranger or the nearest winter sports area ski patrol.

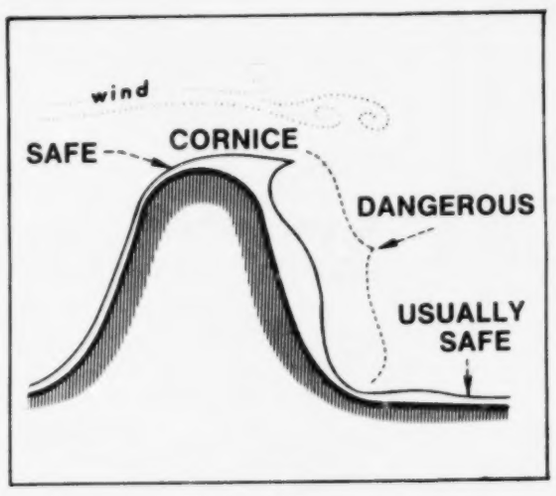
**Elevation** — Although the avalanche danger generally increases with elevation, unusual weather conditions (for example, temperature inversion) combined with local topography may reverse this relationship from time to time.




## Route Selection and Precautions

The safest routes are on ridgetops and slightly on the windward side away from cornices. Windward slopes are usually safer than leeward slopes. If you cannot travel on ridges, the next safest route is out in the valley, far from the bottom of slopes.

Avoid disturbing cornices from below or above. Gain ridgetops by detouring around cornice areas.




**Route Selection** — If you must cross dangerous slopes, stay high and near the top. If you see avalanche fracture lines in the snow, avoid them and similar snow areas.

**If you must ascend or descend a dangerous slope, go straight up or down the edge, do not make traverse back and forth across the slope.**

Take advantage of areas of dense timber, ridges, or rocky outcrops as islands of safety. Use them for lunch and rest stops. Spend as little time as possible on open slopes.

Snowmobiles should not cross the lower part of slopes. Do not drive a snowmobile across especially long open slopes or known avalanche paths. The game of "high mark" is especially dangerous.

Obey signs closing slopes due to avalanche danger.

Only one person at a time should cross a dangerous slope. All others should watch him. Remove ski pole straps, ski safety straps, loosen all equipment, put on mitts, cap, and fasten clothing before you travel in any areas where there is avalanche danger.

Carry and use an avalanche cord or avalanche transceivers; carry a sectional probe and collapsible shovel.

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## Avalanche Survival

**If You Are Caught In an Avalanche**

Discard all equipment.

Get away from your snowmobile.

Make swimming motions. Try to stay on top; work your way to the side of the avalanche.

Before coming to a stop, get your hands in front of your face and try to make an air space in the snow as you are coming to a stop.

Try to remain calm.

**If You Are the Survivor:**

Mark the place where you last saw the victim.

Search for victim directly downslope below the last seen area. If he is not on the surface, scuff or probe the snow with a ski pole or stick.

You are the victim's best hope for survival.

Do not desert him and go for help unless help is only a few minutes away. Remember, you must consider not only the time required for you to get help, but the time required for help to return. After one-half hour, the buried victim has only a 50 percent chance of surviving.

**First Aid**

Treat for suffocation and shock.

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## Avalanche Hazards

**Low Avalanche Hazard** — Mostly stable snow. Avalanches are unlikely except in isolated pockets on steep snow-covered, open slopes and gullies. Backcountry travel is generally safe.

**Moderate Avalanche Hazard** — Areas of unstable snow. Avalanches are easily possible on steep, snow-covered, open slopes and gullies. Backcountry travelers should use caution.

**High Avalanche Hazard** — Mostly unstable snow. Avalanches are likely on steep, snow-covered, open slopes and gullies. Backcountry travel is not recommended.

**Extreme Avalanche Hazard** — Widespread areas of unstable snow. Avalanches are certain on some steep, snow-covered, open slopes and gullies. Large destructive avalanches are possible. Backcountry travel should be avoided.

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## Hypothermia

Be aware of the danger of hypothermia — subnormal temperature of the body. Lowering of internal temperature of the body leads to mental and physical collapse.

Hypothermia is caused by exposure to cold, and it is aggravated by wet, wind, and exhaustion. It is the number one killer of outdoor recreationists.

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## Cold Kills In Two Distinct Steps

The first step is exposure and exhaustion. The moment you begin to lose heat faster than your body produces it, you are undergoing exposure. Two things happen: you voluntarily exercise to stay warm, and your body makes involuntary adjustments to preserve normal temperature in the vital organs.

Both responses drain your energy reserves. The only way to stop the drain is to reduce the degree of exposure.

The second step is hypothermia. If exposure continues until your energy reserves are exhausted, cold reaches the brain, depriving you of judgment and reasoning power. You will not be aware that this is happening. You will lose control of your hands. This is hypothermia. Your internal temperature is sliding downward. Without treatment, this slide leads to stupor, collapse, and death.

The time to prevent hypothermia is during the period of exposure and gradual exhaustion.

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## Defense Against Hypothermia

Stay dry. When clothes get wet, they lose about 90 percent of their insulating value. Wool loses less; cotton, down and synthetics lose more.

Choose rainclothes that are proof against wind-driven rain and cover head, neck, body, and legs. Polyurethane-coated nylon is best. The coatings won't last forever. Inspect carefully and test under a cold shower before you leave home. Ponchos are poor protection from the wind.

**Beware of the Wind** — A slight breeze carries heat away from bare skin much faster than still air. Wind drives cold air under and through clothing. Wind refrigerates wet clothes by evaporating moisture from the surface. Wind multiplies the problem of staying dry.

Take woolen clothing for hypothermia weather. Two-piece woolen underwear, or long wool pants and sweater or shirt. Include a knit cap that can protect neck and chin. Cotton underwear is worse than useless when wet.

**Understand Cold** — Most hypothermia cases develop in air temperatures between 30 and 50 degrees. Most outdoorsmen simply can't believe such temperatures can be dangerous. They underestimate the danger of being wet at such temperatures — with fatal results.

Fifty-degree [F.] water is unbearably cold. The cold that kills is cold water running down neck and legs, cold water held against the body by sopping wet clothes, and cold water flushing body heat from the surface of the clothes.

Don't ask "How cold is the air?" Ask instead "How cold is the water against my body?"

**Use Your Clothes** — Put on raingear before you get wet. Put on wool clothes before you start shivering.

**End Exposure** — If you cannot stay dry and warm under existing weather conditions using the clothes you have with you, end exposure. Be smart enough to give up reaching the peak or getting the fish or whatever you had in mind.

**Get Out of the Wind and Rain** — Build a fire. Concentrate on making your camp or bivouac as secure and comfortable as possible. Never ignore shivering. Persistent or violent shivering is clear warning that you are on the verge of hypothermia.

A stormproof tent gives best shelter. Take plastic sheeting and nylon twine with you for rigging additional foul-weather shelter.

Carry trail food — nuts, jerky, and candy — and keep nibbling during hypothermia weather. Take a gas stove or a plumber's candle, flammable paste, or other reliable firestarters.

Don't wait for an emergency. Use these items to avoid or minimize exposure. Take heed of "hypothermia weather." Watch carefully for warning symptoms.

Choose equipment with hypothermia in mind. Think hypothermia.

**Forestall Exhaustion** — Make camp while you still have a reserve of energy. Allow for the fact that exposure greatly reduces your normal endurance.

Be aware that exercise drains energy reserves. If exhaustion forces you to stop, however briefly, your body heat production instantly drops 50 percent or more. Violent, incapacitating shivering may begin immediately and you may slip into hypothermia in a matter of minutes.

**Appoint A Foul-Weather Leader** — Make the best-protected member of your party responsible for calling a halt before the least-protected member becomes exhausted or goes into violent shivering.

**Symptoms** — If your party is exposed to wind, cold, and wet, *think hypothermia*. Watch yourself and others for symptoms.

- Uncontrollable fits of shivering.
- Vague, slow, slurred speech.
- Memory lapses, incoherence.
- Immobile, fumbling hands.

- Frequent stumbling. Lurching gait.
- Drowsiness — to sleep is to die.
- Apparent exhaustion. Inability to get up after a rest.

## Wind Chill

Wind, temperature, and moisture are factors which can greatly affect the safety of a winter traveler. Each contributes to the loss of body heat. The "wind chill" chart illustrates the effect of wind and temperature on a dry, properly clothed person. If clothing is wet from perspiration or precipitation, the net effect of wind and temperature is much greater.

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## Dehydration

An adult, at rest, requires 2 quarts of water daily. Up to 4 quarts are required for strenuous activity. There is a 25 percent loss of stamina when an adult loses 1½ quarts of water. Avoid dehydration — simply drink as often as you feel thirsty.

## Wind Speed Cooling Power of Wind Expressed as "Equivalent Chill Temperature"

| mph | Temperature (F) | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Calm | 40 | 30 | 20 | 10 | 5 | 0 | −10 | −20 | −30 | −40 | −50 | −60 |
| | Equivalent Chill Temperature | | | | | | | | | | | |
| 5 | 35 | 25 | 15 | 5 | 0 | −5 | −15 | −25 | −35 | −45 | −55 | −70 |
| 10 | 30 | 15 | 5 | −10 | −15 | −20 | −35 | −45 | −60 | −70 | −80 | −95 |
| 15 | 25 | 10 | −5 | −20 | −25 | −30 | −45 | −60 | −70 | −85 | −100 | −110 |
| 20 | 20 | 5 | −10 | −25 | −30 | −35 | −50 | −65 | −80 | −95 | −110 | −120 |
| 25 | 15 | 0 | −15 | −30 | −35 | −45 | −60 | −75 | −90 | −105 | −120 | −135 |
| 30 | 10 | 0 | −20 | −30 | −40 | −50 | −65 | −80 | −95 | −110 | −125 | −140 |
| 35 | 10 | −5 | −20 | −35 | −40 | −50 | −65 | −80 | −100 | −115 | −130 | −145 |
| 40 | 10 | −5 | −20 | −35 | −45 | −55 | −70 | −85 | −100 | −115 | −130 | −150 |
| | Danger | | | Increased Danger (Flesh may freeze within 1 minute) | | | | Great Danger (Flesh may freeze within 30 seconds) | | | | |

## Treatment

The victim may deny he is in trouble. Believe the symptoms not the victim. Even mild symptoms demand immediate, drastic treatment.

Get the victim out of the wind and rain.

Strip off all wet clothes.

If the victim is only mildly impaired, give him warm drinks. Get him into warm clothes and a warm sleeping bag. Well-wrapped, warm (not hot) rocks or canteens will hasten recovery.

If the victim is semi-conscious or worse, try to keep him awake. Give him warm drinks. Leave him stripped. Put the victim in a sleeping bag with another person — also stripped. If you have a double bag, put the victim between two warm donors. Skin-to-skin contact is the most effective treatment.

Build a fire to warm the camp.

## Frostbite

Frostbite is caused by exposure of inadequately protected flesh to subfreezing temperatures. Tissue damage is caused by the reduced blood flow to the extremities as opposed to hypothermia, which causes lowering of the body's rate of metabolism.

**Symptoms** — Loss of feeling and a dead white appearance.

**Treatment** — Restore body temperature as rapidly as possible, preferable by immersion in a water bath of less than 110° temperature or by other means. If necessary to continue moving, the affected part should be kept covered and the victim moved to a location where effective treatment and vehicle evacuation can be obtained.

**Prevention** — Party members should periodically observe their companions, especially nose and cheeks for signs of frostbite. Snowmobilers, due to their speed of travel, are particularly susceptible to frostbite.

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## Altitude Sickness

There are three main forms of altitude-associated illness: acute mountain sickness (AMS), high altitude pulmonary edema (HAPE), and high altitude cerebral edema (HACE). They are closely related illnesses which are caused by low levels of oxygen in the blood associated with exposure to high altitude without adequate acclimatization.

### Acute Mountain Sickness (AMS)

This is a symptom complex variously characterized by headache, insomnia, loss of appetite, fatigue, nausea, dizziness, breathlessness, reduced urine output, and peripheral edema. It occurs within a few hours to a few days after arrival at altitudes as low as 8,000 feet or even lower in individuals with heart or lung disease.

### High Altitude Pulmonary Edema (HAPE)

This is a more severe, potentially life threatening form of altitude sickness and occurs several days after ascent to altitudes usually above 10,000 feet. The symptoms are similar to AMS except the breathlessness is more severe and there is a dry cough.

### High Altitude Cerebral Edema (HACE)

This is also a severe form of altitude illness and develops over the course of a few days. It is signaled by the onset of incoordination and severe fatigue in a setting of AMS and can progress to coma and death.

### Treatment

In mild AMS, acclimatization at the same altitude can be considered otherwise in moderate AMS, HAPE, or HACE descent is obligatory. The next two modes of therapy, oxygen and prescribed drugs, if available can only buy time.

### Prevention

Adequate acclimatization requires gradual ascent and rest after significant changes in altitude. A conservative rule of thumb is to limit your net altitude gain to 1000 feet per day when above 10,000 feet. Also recommended are a high carbohydrate diet, prevention of dehydration, and avoidance of over exertion.

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## Hyperventilation

**Symptoms** — This reaction to altitude is caused by too rapid breathing and decrease of the carbon dioxide level in the blood, causing light-headiness and cold feeling. Victims are apprehensive and excited.

**Treatment** — Calm the victim, have him relax and breathe into a glove, bag, or hat until normal breathing is restored.

**Prevention** — Same as altitude sickness.

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## Lost or Injured

Avoid becoming lost by taking a good map. Learn to use a compass and believe it. Check weather forecasts and avoid storms. It is easy to become disoriented in the whiteouts of winter or when physically exhausted

**If You Are Lost, Injured, or Your Equipment Has Failed — Keep Calm** Decide on a plan. Trust your compass. Backtrack if possible. If impractical, remain in place. Stay together if possible. If not, send at least two people for help.

Don't abandon your snowshoes or skis. Build a fire and shelter. Stay warm. Mark your base camp so it is visible from the air.

**Distress Signals** — Three smokes, three blasts of a whistle, three shouts, three flashes of light, three of anything that will attract attention.

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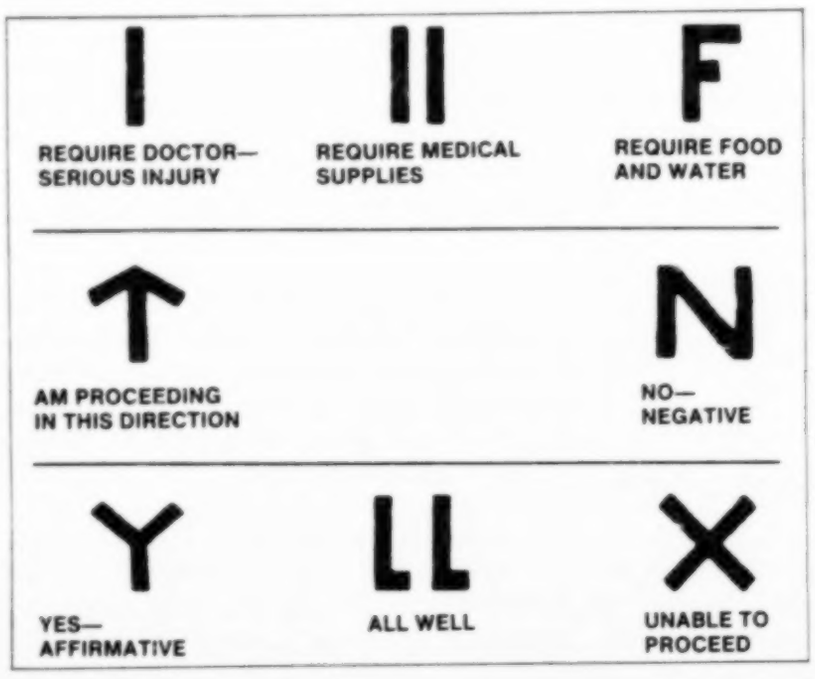
## Overdue Party

**When Someone is Overdue — Keep Calm.** Notify the County Sheriff or District Ranger in the trip area. Either of these will take steps to alert or activate the local search and rescue organization. If the missing person returns later, be sure to advise the Sheriff or Ranger.




**Ground to Air Signals.**—Visible emergency signals are easily made in large open areas. SOS can be stamped in snow fields or grassy meadows. Brush piles or evergreen boughs can also be used. Listed is the emergency code for ground to air signals.

# National Forests in the Rocky Mountain Region

### National Forest Headquarters

Contact these headquarters for maps and information about the National Forests you plan to visit.

**Arapaho and Roosevelt National Forests**
240 West Prospect
Fort Collins, CO 80526 (303) 224-1277

**Bighorn National Forest**
1969 S. Sheridan Ave.
Sheridan, WY 82801 (307) 672-0751

**Black Hills National Forest**
RR 2, Box 200, Highway 385 North
Custer, SD 57730 (605) 673-2251

**Grand Mesa, Uncompahgre and Gunnison National Forests**
2250 Highway 50
Delta, CO 81416 (303) 874-7691

**Medicine Bow National Forest**
605 Skyline Drive
Laramie, WY 82070 (307) 745-8971

**Nebraska National Forest**
270 Pine Street
Chadron, NE 69337 (308) 432-3367

**Pike and San Isabel National Forests**
1920 Valley Drive
Pueblo, CO 81008 (303) 545-8737

**Rio Grande National Forest**
1803 W. Highway 160
Monte Vista, CO 81144 (303) 852-5941

**Routt National Forest**
29587 West Highway 40, Suite 20
Steamboat Springs, CO 80487 (303) 879-1722

**San Juan National Forest**
701 Camino del Rio, Room 301
Durango, CO 81301 (303) 247-4874

**Shoshone National Forest**
225 W. Yellowstone Highway
P.O. Box 2140
Cody, WY 82414 (307) 527-6241

**White River National Forest**
9th and Grand
P.O. Box 948
Glenwood Springs, CO 81602 (303) 945-2521

**Rocky Mountain Region Headquarters**
11177 W. 8th Ave.
P.O. Box 25127
Denver, CO 80225 (303) 236-9431

## FOR YOUR PROTECTION

As a user of National Forest system lands, you have significant responsibility for your personal safety during any activity you might pursue. The Forest Service does install signs and other information devices at various locations where site conditions warrant. However, the size of the National Forests and the variety of natural and man-made conditions limits placement of signs or other specific warnings and necessitates the use of more general education efforts.

Hazards are not limited to, but include: changing weather conditions; snow; avalanches; landslides; caves; overlooks; falling trees or limbs; high or rushing water; contaminated water; wild animals; becoming lost or over exerted; hypothermia; remnants of mining and other activities involving excavation, tunnels and shafts, decaying structures and a variety of equipment; and changing road and trail conditions. You may also be exposed to unreasonable acts of others.

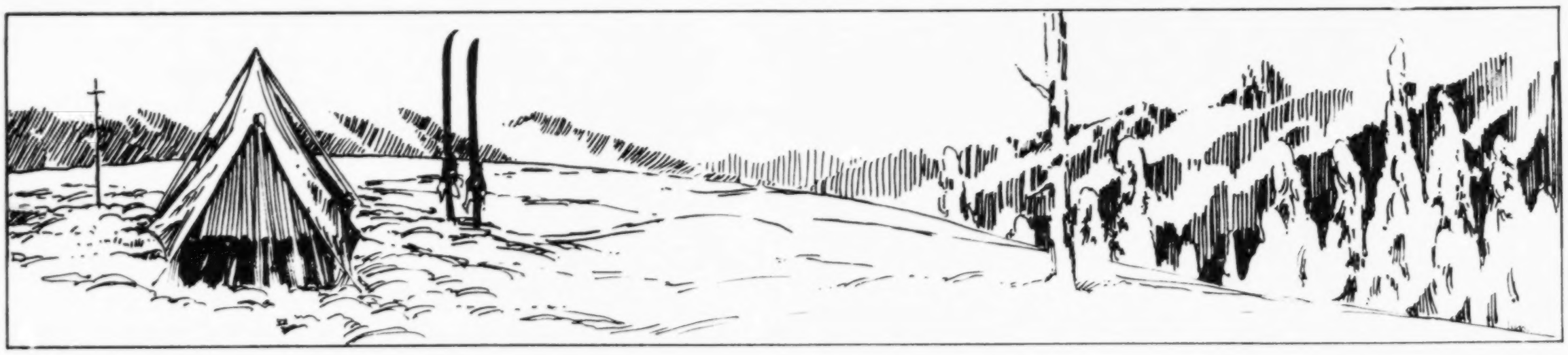
The Forest Service does not manage or control all of these occurrences. It is your responsibility to know the hazards involved in your activities and to use the proper safety procedures and equipment to minimize the inherent risks and hazards related to your activity.

In order to help visitors enjoy their experience on the National Forests, the Forest Service and other agencies provide information regarding local conditions by various means. This information is available at Forest Service offices, from local residents, outfitters and guides, and other reference materials.

## COLORADO AVALANCHE HAZARD FORECASTS

In Colorado, recorded avalanche hazard forecasts from the Colorado Avalanche Information Center are available from mid-November through April at the following telephone numbers.

Aspen—920-1664
Colorado Springs—520-0020
Denver/Boulder—236-9435
Dillon—468-5434
Fort Collins—482-0457
Minturn—827-5687



**U.S. DEPARTMENT OF AGRICULTURE**

**FOREST SERVICE**

**ROCKY MOUNTAIN REGION**

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